



BOOK # 2

PERSONAL DIARY

ABOARD MS LIO 1926 KDSO

L. W. Packard

June 7 1926 - George Hutchins & myself went down to Federal Teleg today, and Dewey signed me on the M. S. Lio. The Lio is a six cylinder, Diesel engine ship. She is equiped with gyro compass and automatic steering aparatus. I have a Federal 2 KW arc for wireless work.

Don Burnes, Zen Aunaus, Eva and myself all came aboard tonight. I wanted to have Eva see my new home. They stayed aboard from about 7:30 'til 9:30. I gave Eva my TNK pin before she left.

June 8th - We left Pedro for Seattle at 5:30 PM today. As soon as we got out I started up the arc. After a little trouble I got it working ok. The mate brought me the TR & I call KOK. He came back & said "K" on 706. I changed to what I thought was 706 & gave the msg to him. He never ok'd the msg. Finally about a half hour later someone QSQ me to KOK. Then he got me again & I gave him the msg on what I thought was 600. He said "r" but your wave is all off. You are on about 800. Then I looked around & found my aireal condensor was shorted out. Boner no. 1. - I worked KFS tonight just to see if I could raise him. We were 15 mi N. of Pedro at 8 PM tonight. The Capt. came in my shack tonight to see if everything was ok.

June 9th - Everything running nicely. This ship serves wonderful meals. We have fresh milk every day.

This am the Capt. sighted a small fishing boat about 20 miles from shore. There was apparently no one on her so we changed our course and came up to it. The Capt blew the whistle but still no one responded. So the mate & two sailors lowered a life boat and went over to her. They routed out an old Spanish fisherman who had been asleep from some drunk. He was alone and didn't have enough gasoline to get back. He spoke very broken English but the mate made out he had been there for two days. We asked him if he needed any gas & he said I think so. So the Capt said to give him some. He pulled along side & said 15 gallons would be enough. The mate said, "What do you think this is a service sation?" But we gave him 15 gallons & told him which way to get back. Just as he was starting to leave he got under the overflow from the toilets. Just as he was under, the toilets automaticly flushed and he got soaked. He didn't seem to care much but thanked us for the gas etc & started off. We were 55 minutes altogether with him.

I am going to stay up until 1:15 and try to get press from NPG.

June 10, 1926 - This ship surely vibrates something awful. I can hardly "wright

rite." Ill bet she will break in two before long. It has made me feel a bit floppy in the stomach, this jumping up & down, but I have managed to eat at every meal and have given nothing to the fish yet.

I got weather report at 8AM and then went to breakfast. The Capt was there & said "OH, I thought maybe your were sea sick, Sparks." I quickly assured him "no" and ate my breakfast then beat it before I proved myself a liar.

June 13th 1926 - Nothing worth mentioning has happened lately. We entered in the Juan de Fuca Straits this am about 11:30. Just as we got nicely started the engines broke down. We are now proceeding at half speed and probably won't dock at Seattle until about 1:00 am or later.

We had chicken for dinner today, and cream banana pie.

June 14 - When I woke up this am we had docked in West Seattle. I dressed and went ashore at about 7:00 am. George Hutchins told me that they did not serve meals aboard this ship when they were loading, because of the danger of explosions from the galley fire. I didn't think, and supposed they didn't give meals while discharging either. so went ashore and got breakfast and dinner there. When I came back, I found out they did serve meals when discharging as there were no gas fumes around. I was just out two meals, that's all.

I got to the main part of Seattle about 7:30 am before anything was open. I walked around looking at the main part of town for a while, then took a street car and out to see the State University of Washington. It is a beautiful place. I liked it much better than Berkeley. I finally came back to the main part of Seattle, made a few purchases and came back to the ship. I didn't go ashore again, because I had no place to go, and also because I was broke. We are supposed to get paid tomorrow.

June 15th - We left Seattle for Richmond Beach about 11:00 am today. We arrived at Richmond Bea about 12:30 pm. There is nothing much here as far as a city is concerned, but there are certainly a lot of beautiful wild flowers etc. I went ashore and picked a lot of wild Salmon berries, black berries, and razzberries. I also picked one of every kind of wild flower and brought them aboard. This place reminds me very much of Buckley Bay. The woods are almost exactly the same. I took several pictures of ferns that were higher than my head.

The captain's son got aboard at Seattle & is going back to Pedro with us. He is a lad of about 17 or 18 years and has been going to the Pacific Lutheran College in Washington. He & I went ashore and picked some nettles. We brought them back and put them on the mat's bunk. I also picked a thistle and gave it to the 2nd mate.

We didn't get paid off today because everyone was busy working the cargo. We will probably get payed at sea tomorrow. We will pull away from here about 11:00 pm and start for San Pedro. Our next trip will probably be to Portland.

I received two letters from Eva while at Seattle. No one else wrote to me, because they didn't know where to write.

June 22 - We arrived back at San Pedro on June 19th. Eva came down with Don & Tom and took me home. Sunday I expected the ship to leave, so Eva & Fen brought me down. We all came aboard and found out the ship wouldn't sail until Monday, so we went back home again. I went out with Eva Sunday night and didn't get in until 1:30.

We sailed about 4:15 pm Monday, and here I am. Eva gave me a package of letters and a beautiful motto entitled "If" by R. Kipling.

This am I heard gfln calling NPK for a QTE. He couldn't raise NPK so I QSQ for him.

NPK came back & told him to "K" but he was calling NPK at the same time NPK called him. Then I tried and tried to get him to go again but couldn't. After waiting and calling nearly twenty five minutes I gave it up, and told NPK he must have sunk. I haven't heard him yet.

June 25 - Night of full moon. For the first time, something went wrong with the set today. I couldn't get my arc to stay lit and discovered that the carbon electrode ~~in~~ failed to rotate. I got the electrician to fix it for me. One of the collars on the rod had come loose.

We entered the Columbia River today about 10:45 AM. We have been coming up it all day. I expect we will dock about 9 or 10 o'clock. The Col River is surely beautiful. Very similar to Vancouver & Seattle scenery. Trees shrubs etc. It is sure a wonderful country up here.

June 29 - We arrived at Linnton, which is about five miles from Portland, Friday night, but went to Portland Saturday morning. I came back to Linnton about 10:30 and rented a saddle horse. I rode way back in the hills and looked into the next valley. I had a nice time but came back with a hankering for standing up rather than sitting down. I stayed aboard all day Sunday but went to a show in Portland Sunday night.

Monday I was waiting for the Portland bus when a young fellow (about 25) came along in a Star car and asked me if I were going to Portland. I said "yes" and he took me in. We got talking, and he said he had just gotten away for a two week vacation & had nothing to do that day and would show me around if I wanted. Of course I said "ok" and he took me everywhere. He showed me all the things and places of interest and kept driving me around until 12:00 o'clock (four hours) When I finally got out I offered to help pay for the gasoline but he wouldn't accept. We shook hands & he said his name was Secord. I told him my name & we parted. It was all very nice and I profited by seeing Portland for nothing.

Today the teeth on the worm gear which rotates my carbon electrode stripped. I got the electrician to fix it for me and it works ok now.

July 4th - We arrived in Pedro at 6:15 am Friday July 2nd. I went up to LA and turned in my abstracts to Federal. Dewey said he was very well satisfied with my work (ahem) I went home & folks were not expecting me so soon. Mother & Dad were going to Browley at 5:00 pm. I called for Eva at the Bank at 4:15 then went home to supper. After supper Don, Fen, Eva and I went to a show. Tom and Thelma were to go with us but, thru a misunderstanding, got left and went to a dance instead. I had to be at the ship to sign on at 9:30 am July 3rd so Eva, dear girl, got the morning off and took me down. I got a pass and she was able to come aboard. We were aboard from about 9:30 to 12:30 then went to Willmington & had lunch. She brought me back to the ship & then went home.

Today we had dire drill. The first one since I have been aboard. I tried to take a picture of the streams of water (from the fire hose) but after it was all over, I discovered that my film was not turned to any number.

I saw two flying fish this afternoon, and the weather is getting warm. Therefore we must be getting nearer the equator. We are on our way to Baltimore. We left Pedro about 6:00pm July 3rd. I am going to try and work KFS all the way around but doubt if I can. I couldn't even raise him last night. I think my 2900 wave is off.

July 5 - The chief engineer has his wife aboard this trip. I am going to bring mine next. We saw a lot of flying fish today. The chief is making a harpoon to catch

turtles with. He says he wants some turtle soup.

The chief mate brought along a phonograph this trip and I have been in his room most of the morning listening to music.

I have, up to this time, not been able to work KFS. This afternoon KDRZ was near me and he said my wave was nearly 2500 meters; so we tested nearly 45 minutes and he finally said he thought it was ok, and told me to try KFS again tonight. I did, and worked him. However he (KFS) said my wave was still a little high I'll try to fix it tomorrow.

July 6th - Took down aerial today and cleaned the insulators. Tonight the lead in insulator began to leak just as I started working KFS. I had to shut down because it was sparking all around. They told me about it from the bridge. It is very hot today. There is practically no wind. This am we saw and heard a sea lion. He was barking to beat the band. about 200 feet from the ship. O a;sp saw severa; wja;e/

later! KFS called me about 11:30 and had a two messages for me. I cleaned the insulators and finally worked him ok. One was a DH to me from Coyle of Federal Teleg Co. telling me not to split coast & LL charges. The other was for one of the quartermasters.

July 7th - I don't feel a bit like writing tonite. It is very hot. The static is very bad and I can't work thru it. My TR for tonight is 1047 from Pedro, but I'm afraid I won't be able to get it off.

I saw a very large turtle today, but the sea is too rough to spot them easily.

July 11th - On July 8th we had a bad south east gale with a terrible sea. I was nearly thrown out of my bunk. It lasted nearly two days. I haven't sent in a TR for a long time. My last one was 787 from Pedro. The static is terrible. You can see heat lightening all around & you sure can hear it all over the set from the lowest to the highest waves.

It is so hot I'm not even wearing underwear now. I have moved my bunk out on deck.

We had fire drill again today & I tried to get some pictures, but the sun was not right, and I couldn't go aft during the drill.

July 12th Monday - A very funny thing happened last night. I had moved my bed out on deck because it was so much cooler there than inside. I went up on the bridge about 10 pm and Gus, the 3rd mate happened to remark that all the wind we felt was just what we were making ourselves going thru the air. I came down on the main deck about and got ready for bed. I put on my pajamas and went over to the side of the ship and stood there cooling off in the slight wind and looking out over the water. Pretty soon I thought there must be a slight breeze because the wind became a little stronger. Then within 10 seconds it was blowing a gale, and within 20 seconds we were in the middle of a heavy squall or cloud burst. I made a dive for my bed and brought it inside but got wet doing it. Inside of two minutes from when I was standing on the deck looking over the sea, I was inside with the worst swuall I have ever seen blowing away outside. There was lightning too. I counted to see how far away it was and most of it was about 3 miles away. Once there was an extra bright flash and before I counted to three the thunder nearly broke the ship into. I figured that one was only about 3000 feet away. If it ever struck the ship I'd never know it. The rain was so heavy the 3rd mate couldn't see thru it and he had to keep blowing the whistle. The squall stopped as suddenly as it started. Within an hour afterward the sky was as clear as a crystal.

I saw another odd thing today. A school of porpoises were chasing a school of albacore. The albacore were flopping clear out of water & the porpoises after them. The surface of the water was whipped to a froth by their movements. Some of the albacore were 18 to 20 inches long and others bigger than that. The porpoises were from five to six feet long.

I worked KDNS (Carl Zint, opr, Later worked for KFI with me) the Yorba Linda today & he said he would give KFS a msg about the worm gear on my set. I asked them to send me a new one at Baltimore but doubt if I get it. KDNS is on her way back from London. I have a hunch we will be sent off shore from the East Coast instead of being sent back to Pedro.

July 14 - The Captain gave me two messages to send in to Balboa tonight. We are only about 450 from Balboa but I haven't heard him once on either 600 or 2400. Aside from that we are in the center of a very bad lightning storm - both heat & streak lightning and it is absolutely impossible for me to hear anything. except QRN. There are no other ships on the air, so I guess I won't be able to get the arrival message off. Not until the storm breaks up anyway. The Captain is very reasonable about it. He says he knows how the QRN must be. I sure like the Capt. He never says much and minds his own business. He wants very little from anyone and every one likes him. He is surely a A 1 Captain and he has won my respect.

July 15 - We have never had a worse static storm than we had last night & this morning. Of course it came just when I had two messages to get off. I couldn't send the messages last night on account of QRN so got up early this morning to do it, but the static was just about as bad. I discovered some thing funny though. I heard a pop, pop, pop in my receivers and thought it was the tube popping, on account of not enough grid leak. I turned the set off and still heard the popping, so I pulled the lightning switch and as I did so I saw sparks jump accross it. I held the switch blade about 1/8 inch from the jaw and a steady stream of sparks would jump across. So anyone can see the QRN was quite local. Later on in the morning (about 10:00) the static lessened and I sent in the messages via, WKE to WLR to NNT. I took some pictures of the lightning last night I don't know how they will turn out. NNT is supposed to stand a continuous watch, but I have noticed ships calling him where they are nearly on top of him & he doesn't answer. Tonight GLET, CHW & myself spent 2 hours calling him, GLET & CHW wanted QTE. CHW & I said he should be logged for not standing watch (I was about 8 miles from NNT) and in about 5 minutes he came on and called all three of us saying that he had been trying to get us on CW for the last half hour. He said he used CW at night. He wanted CHW to listen for his CW on 800 m but neither CHW, GLET nor myself could hear it. I made a note of it in my log and GLET said he logged him (that was before he came on when CHW & I were talking about it.) I would like to know what is done about it. Probably nothing. I have other ships tell me, that they hardly even found him on watch.

July 16, 1926 - Arrived at the canal at 7:30 am today. There is some law here that a tanker cannot go thru the canal later than 7:00 am. So we have been anchored out here all day. No one is allowed ashore and no one can get ashore because we are about 2 miles out from Panama. Today has been long - nothing to do, nor nothing of especial interest to see. I tried fishing a little but no luck. Everyone is more or less restless because we are so near & yet so far from shore. We will probably pull thru about 5:30 tomorrow morning and be on the other side by 3:00 pm. I wish I could go shore tonight. The chief & his wife went ashore this am in one of the govt. boats. Everyone else, however, including the om is aboard.

June 17th - We are now in the Panama Canal. We started out about 4:30 this morning. The 3rd mate let me sleep in his hammock last night and I didn't sleep very well. I heard everything that went on during the night. The colored gang who help take the ship thru came aboard about 6:00 am. They had a lot of stuff to sell. I bought some mangos, coconuts and a papaya. I also bought a little souvenir for Eva.

The mangos taste a little like a red pepper berry only very sweet. I like them very much. The papaya of course is a melon and has a taste of its own. It really tastes very much like a papaya.

It is now 1:35 pm and we are in the Carribean Sea - just seven hours ago we were in the Pacific Ocean.

The Canal looks just like it did the last time I was here. I heard NBA calling me tonight and tried my darndest to get an answer to him, but no. I stayed up from 7:00 until 11:00 pm trying constantly but couldn't even get NAX. The QRN is now so bad I am going to bed and try tomorrow.

July 20, 1926 - I got in touch with NBA thru another ship on the morning of July 18th & NBA said nil for KDSO so I guess I didn't hear him call me after all or else he QSK the message.

Now - to expound the worst - Yesterday I was sea sick for the 1st time. We have had very rough weather and it has lasted about three days. The 1st day I was ok, but the second (yesterday) I couldn't hold out any longer. I missed breakfast and managed to keep some soup down for dinner. The om kidded me a little and the 1st mate kidded me a lot, in fact he hasn't finished yet. I'm feeling better today, & even though it is still rough wea. I ate some breakfast this am and had to lay down right away to be sure & keep it. Oh well as they all say, the first twenty years are the worst.

I heard the old Antietam today, KONR, and talked to him. He said Frank Hickins, the old chief was taken to the hospital in Baltimore. I'm going to look him up when I get there.

7:30 pm. We have just left the Republic of Haiti off our Starboard side. We will pass Cuba on our Port side about 11:30 or 12:00 tonight. The sea is now as smooth as glass and the ship does not even tremor.

I heard today some news which is not altogether pleasant. The second mate was saying it's only a hunch he says - that they may have us sign off articles in Baltimore and then sign on again under east coast articles and east coast wages which are considerable less than west coast wages. He says he doesn't think we will go back to Pedro for a while, and if we do stay on the east coast, the Standard Oil people are darn fools not to put us on east coast wages. Sure - Well I expect we will be there on the 26th and we will know our fate then.

The static is bad again tonight.

July 29, 1926 - We arrived at Cape Henry on July 24th about 11:00 pm and had to wait all night for a Pilot as there were more ships coming in than pilots. Over 55 ships that day had come into Cape Henry. Passed NSS. We left next morning and came on into Baltimore but dropped anchor out in the stream where lighters came next morning to take part of our cargo. I went ashore in a launch with the pilot and two other fellows. About the first thing I did upon arriving in Baltimore was to buy a city map. I called up Redman's house but could get no one. Then I went out to John's Hopkins Hospital to see Frank Kickens, but they told me he had never been there. I tried to find his telephone number, but it wasn't ~~list~~ listed and I could not find the street he gave me as his address on my newly bought map. I finally gave it up. Then I called up Mr. Redman at his place of business (newspaper) and he told me he expected the folks home about 11 am and told me how to get out there. So I bought a few things and then thought I had better get a hair cut and a shine. I went into a good looking place and got the worst hair cut I believe I ever had. The nigger who shined my shoes while I was getting my hair cut kept singing the Star Spangled Banner, and I didn't know whether to stand up in the barber chair or not. But I didn't.

I arrived at Redman's about noon and had lunch with them. Betty is getting quite stout and Esther already is. Barbara is a little monkey, always doing something and she is terribly spoiled. Betty had a girl friend from NY visiting her. The apartments where Redmans are very nice indeed. They ought to be, the rent is \$325.00 per month.

Mr. R came home about 5:00, shook hands with me, and said Howdy then went out on the porch and was quiet as a clam all the rest of the time I was there.

We played bridge all evening - that is Mrs. R, Betty, Jane (Betty's friend) and myself. Esther did the dishes and Mr. R. soon. He seemed quite crabby to Mrs. R. all the while I was there - but he treated me ok. Mrs. R wanted to take me out for a ride but Mr. R. didn't want to go and wouldn't let anyone have the car. We went to bed at 10:00 pm and the next am I was awakened by Barbara coming into my room with her nightgown only half on and covered with iodine. She had gotten up before the rest and had come into the bathroom and just covered herself with iodine trying to put it on mosquito bites as she had seen her folks do.

Betty, Esther, Jane and I all came down to the ship on Tuesday. They wanted to see it. We got on the ship ok and I had about 20 letters waiting for me. I didn't stop to read them then, but showed the girls around the ship and af all the dumb questions they did ask. Oh well Esther is only 17, Betty 14 and Jane 13 so they are still kids.

We returned to Mr. Redman's office and he took us all out to a swell lunch. Very high class. He gave Esther a ticket for her and myself to go to a play the next day. I wanted to leave them right after dinner and come back to the ship, because Mrs. R had explained to me the day before that they had all been invited out to a country inn to have supper and would not be back until late. Esther flew right off the handle when I said I was going back. She told her mother it was impolite to treat her cousin that way and said she wouldn't go if I were not asked. Well I tried to get out of going, but Mrs. R. had already called up the people, Angle's, who had invited them, and told them about me, and they said "Sure bring him along." Well, I finally saw that I would make matters worse if I refused to go so consented and went. We had a very lovely chicken dinner but had to drive 40 miles to get it. However it was fine and we got home at 10:30 pm.

Esther evidently took quite a liking to me as she held my hand all the way back. Said she was sure glad I had come. etc., etc.

I told them I was going to Wash DC the next day and Mrs. R said Esther would take me in the machine. All right we planned things accordingly and Mr. R. said nothing - Well next day Mr. R pops up and said we couldn't use the car. I know there was quite a family fuss about, but I didn't hear any of it. They saved me that, although they did squabble quite a bit in front of me at other times - Anyway Mr. R. wears the pants in that house so I took the train to Washington. He & Esther took me to the depot and Mr. R gave me five dollars to ride around on the sight seeing bus while there. He said it was Mr. Redmans gift to me. It was surely nice of him and I made good use of it. Esther said afterwards she decided to go with me and came back, but the train had left.

I arrived at Washington D. C. about 10:00 am and was immediately hailed by a negro taxi driver who wanted to show me around for three berries \$\$\$. Inasmuch as the main points of interest are scattered all over Washington, I consented and he showed me all around.

I saw the Capitol, House of Rep, House of Senate, the White House, Lincoln Memorial, Washington Monument, the mint, about a million statues and lots of other things. I crossed the Potomac and went into Virginia saw the Arlington Cemetery at a distance and came back and went thru the Smithsonian exposition or museum. The negro waited to take me to Mt. Vernon and was so darn persistant that I said all right maybe this afternoon. He finally left me and I went into the Capitol bldg. There were lots of guides showing people around, and like a cheap skate, I followed the crowd and got the benefit of the explanations. I saw the Senate chamber, the representatives chamber, the superior court, the president's private room, pictures, statues, etc. etc.

The dome of the Capitol has pictures all over the ceiling and is very beautiful. The elliptical room where whispers are easily heard was also explained and shown.

I had heard about it and studied the principals of it in my analytical geometry class at SBUC. We finally went into one room and the guide stood at the door while every one went in. When I passed him I looked him straight in the eye, but he stopped me and asked if I had been one of the passengers on the bus. I said "Oh yes" & he said "Oh, all right, I didn't quite place you." I finally saw enough of the capitol & Wash. monument and came back toward the train. At the depot, my negro stopped me again and said he was all ready to go to Mr. Vernon with me (for 8 bucks) I couldn't shake him, so said, "All right, when will we get back?" He said "about four" I said "ok, I want to get something to eat first then I'll be right with you." He wanted me to eat with him, but I said I wanted to wash up in the depot and eat there, then I would go to Mr Vernon with him. I told him I'd be back in about twenty minutes, and told him to be sure and be all ready. He said he would, so I goes into the depot, washed and hops on the train which was just leaving for Baltimore. I wonder if the nigger is still waiting for me. I arrived at Balto about 2:00 pm and went to the auditorium and met Esther. The play was "The Family Upstairs" and was quite good. Afterwards, Esther drove me out to Fort McHenry where the Star Spangled Banner was written. She was very nice and took me all around.

I had kidded her the day before about a fellow name Don. Betty had told me to do it. Well while Esther was taking me around, she handed me a letter she had just received from Don & wanted me to read it. Apparently he was quite stuck on Esther. Esther explained that she fairly hated him which of course she means to imply that I had a clear field. Poor Esther - she is only 17 and I'm afraid she thinks she has fallen in love with me. Of course she didn't say so in so many words but she said so with her eyes, her actions and some parts of her speech. She hinted that she was jealous of Eva (She saw Ev's picture on the ship) etc. Oh she said lots of things. Finally she took me to the place where I was to take the street car back to the ship. and well I'll not describe the details but I'm sure she wouldn't have objected if I had kissed her good bye. If she had been three years younger, I'd have done it as a matter of cousin relationship - but I was afraid if I did it under those conditions she would look at it differently. She gave me a flower before I left.

Baltimore is peculiar in a way. Most of the homes and stores are made of brick. All the steam trains burn coal, and there are lots and lots of farms on the outskirts. There are also millions of lightning bugs on the farms and they sure look beautiful at night. I caught some to see how they worked. I saw the Blue Ridge Mountains of Virginia while out riding with the Redmans and Angles but couldn't locate the path of the all alone pine tree anyplace.

Phil Chadburn is in NY now and is going to come to Baltimore about the 30th I was almost tempted to go to NY to see him as he is leaving for France on the 4th of Aug. Mrs. R. said she was sorry I couldn't be there when he came to Balto. She said she would give him my regards. etc, etc.

I wento into Baltimore again today and bought a lot of stuff. I came back about noon and we sailed about four pm. (July 29)

We have another woman and her two kids aboard now. One of the diks is a boy about 14 and the other a girl about 9 or 10. The chief's wife is still aboard. I expect we will arrive in San Pedro about Aug 15th. Then I don't know where we will go.

Aug 2 - We are now near Cuba again & expect to pass it tomorrow. The weather is hot, hotter, hottest.

The ship is vibrating badly. I can see it bend in the middle. In fact it broke the walk way away from the mainmast. The second mate says it is surely weakening the ship, and if we ever get into a hurricane, she will break in the middle sure. I hate to have

the ship vibrate like this. It is very uncomfortable, and hard to write.

The third mate loaned me his hammock and I now sleep out on deck. It's much cooler and nicer there. Later he gave me the hammock to keep

Aug 6th - Arrived at the canal about 10:30 last night. I went up on the monkey bridge and used the blinker, telling the fellow at the dock who we were. He sent too fast for me to read much, but I knew about what he was going to ask, so I got it all right.

This am the pilot came aboard and much to my surprise brought with him my old friend Captain Moore of the Alaskan Investment Co. who owns the SS city of Nome. I introduced myself to him at breakfast, and sure enough he remembered me. He is on his way to Pedro from Brazil with a cargo of hard wood. He got to talking with me & said, "Well you ought to make that trip to Alaska with me next summer, you have been waiting long enough now." So he is still holding his promise of that job for me. Maybe I'll take him up on it after all.

Just as we started in the canal, our engines busted down. The pilot whistled for a tug, and upon getting no response, the om had me send in a msg for one. I had just finished sending it in to NBA (couldn't raise NAX) and was waiting for a QSL when the tug came. So I told NBA to QSK as tug had just come. He said ok. The "Emido" (a ship of the same company as this one) has been following us all the way down the coast. She tried to catch up with us, and as we had to wait from 10:30 pm until 7:00 am at the canal, she caught up with us. Well when we got thru the canal we had to stop again & fix the engines. The Emido passed us & tooted at us. The om tried to toot back with the air whistle. It gave one puney squawk then died out. The air had been shut off. Then he tried to blow the steam whistle - but the steam had been shut off. and the whistle just sizzled a little. Gee but the om was sure sore about it. He gave the engineers a good bawling out for it.

I saw an alligator in the canal this time. It is the first live wild alligator I have ever seen.

Agust Anderson (Gus) the third mate has two pair of very bright red flannel underdrawers. He said that they are good for his rheumatism. He had them drying in the shelter deck and I sewed up the legs to them. However he discovered it before he put them on and pulled the thread out. He said, "Gee, my rheumatism is getting worse, I guess I'ss have to go on dry dock when we get to Pedro & have it fixed."

When the om found out we were to stay here all night, he had me send in for a launch so the chief's wife, Mrs. Churchill, and himself could go ashore. The launch came within an hour after I sent the msg. and they went.

I played bridge tonight with one of the sailors (the blond sailor as E. V. S. says) and Ambrose Churchill, whose dad is head of the marine department.

Aug. 7th - Left Panama about 8:15 this morning after being anchored all night.

I found the mate's pipe in the shower room the other day and I painted it white, then hung it up in his room by a red ribbon. Today he took it down & smoked it. I don't know if he will try to take the paint off or not.

Aug 11 - When I was in Balto I noticed a very tall brick tower. It was about 20 or 25 feet in diameter at the bottom and about 10 or 15 feet in diam. at the top, and was about 350 or 400 feet high. I wondered what it was but did not inquire. The other the boy who is a passenger (Ambrose) told me that it was an old "shot tower" It is the only

shot tower left in the United States and they are going to tear it down soon. A shot tower is used for making lead and BB shot. They drop the molten lead from the top of the tower and it forms itself into a sphere while falling. When it gets to the bottom it falls into some water which cools it and there you have a round piece of shot. QED

Tonight I saw one of the most beautiful sunsets I have ever seen in my life. It was simply grand. Words will never begin to express its beauty. There were nearly all colors of the rainbow and a dark purple nearly black background all made by clouds. The clouds too were of the most fantastic and odd shapes imaginable. Then too there was part of a rainbow near the horizon and the setting sun was just barely visible thru a chñ in the clouds. The whole scene was constantly changing color as the sun set.

I watched it for half an hour until it became dark. It was the most wonderful sunset I've ever seen and the Mexican Coast has many of them. Right where we are now, the sunsets are the prettiest in the world I think. They always have them here.

Friday Aug 13th - I forgot to say that in the Panama Canal there are water carriers who carry five gallon jugs of water on top of their heads. They don't use their hands to balance it either.

The other day "Sis", "Am" and myself made a dummy out of my clothes and put it in the 3rd mates bunk. Last night "Sis" and I pinned his curtains together and tied his pants to the upper deck. Tonight Sis & I had a geography exam. We tried to name the states capitols of the US.

I saw a beautiful sunset again tonight. I also saw a beautiful moon-set tonight.

I tried to work KFS tonite but nd. I'm going to get up at 3:00 am & try again.

Aug 14th - Mrs. Churchill (mother of Ambrose & Sis) who are going to Pedro with us sure gives me a pain. She is a woman who will never see 40 again and she puts rouge, lipstick, powder etc. on so thick she looks like a clown. She lays in bed every morning and has her breakfast brought up to her at 8:00 oclock. She just lays in bed & reads until one of her kids bring up her breakfast. She wears her skirts up above her knees & all in all I think she's the bunk. Of course she's very nice & polite etc. but just the same she gives me a pain.

I took my set all apart today to see if I couldn't get rid of a bad frying noise. I think I found it to be in the B battery. I'm going to try it out tonight & see how it works, if the QRN isn't too rotten.

Aug 17th - I sent a message to Dewey of the Federal Teleg Co. & told him about some of the repairs I needed for the arc. This afternoon I received a message for him asking when I was due, how long I was going to stay etc. Guess he figures on fixing things up. I also got a message telling Captain that he was to be transfered to the Emidio upon arrival. I hate to loose this Capt. He is sure a dandy skipper. We expect to arrive in Pedro about 10 am tomorrow.

Aug 22 - We arrived in San Pedro about 10 am Aug 18th and left San Pedro for Baltimore about 3 am Aug 21st. We have a new Capt now. He is a very nice fellow. He was in my shack last night & talked with me for quite a while. He took me up in his room & gave me some books to read. I guess we will get along ok. He much more congenial than Hopries. We are (as I said) bound for Baltimore & will undoubtedly stay over on the east coast for a while. Don't know where we will go from Balto. Perhaps Boston - Ich weiss nicht.

Sept. 3 - Passed thru the Panama Canal today after lying at anchor all day yesterday and last night. We expected to get here by 6:00 am yesterday in time to get thru, but missed by 1½ hours. Being a gasoline ship we had to wait until today & go thru before 6:00 am.

The 1st mate is a young fellow about 25 or 26 & he & I get along excellently together. We will probably go ashore in Balto. together. Last night while at anchor, the 1st & 3rd mates & myself tried to fish by lamp light. It wasn't much of a success, altho I did manage to bring one clear up to the rail & drop him again. One flying fish came up & went flying right against the side of the ship. He hit with such a force that it knocked him out. So I climbed over the ladder & picked him up as he floated by. He was about 8 or 10 inches long & looked real pretty when his wings were spread out. I took it & hung it up in the 3rd mates room when he was outside. He later had cook fix it for his dinner.

Today made the 4th time I have gone thru the Canal. I have come thru from the Pacific to Atlantic side three times & from the Atlantic to Pacific side only once.

We expect to get to Baltimore about Sept 11th - I will have had a birthday by that time - making the third birthday I have had out at sea away from home.

Sept 8 - Had some rotten sour meat for a birthday dinner the other day. The ice box has been repaired & the meat has been thawed out & frozen so many different times that the meat has spoiled. The food has been cut down something fierce & we do not have nearly so good meals as we used to have.

We probably will arrive in Balto about next Saturday Sept 11th.

Sept 11th - My job as wireless opr on this ship is at stake.

At 8:10 this morning I received a message, which had been filed at 4 pm yesterday, saying for us proceed to New York instead of Baltimore. We had already passed Cape Henry & picked up a pilot and were three hours on our way to Baltimore. Pilots cost large sums of money & it costs nearly five dollars per mile to run this ship. Pilot, 30 miles (one way) etc. amount to something. I called WSH last night about 8:30 pm but couldn't raise him. Part of my aerial was busted, but I did raise WCC & he said QRU. I should have gotten WSC but didn't get a peep out of him when I called. Oh well its all over now. If I lose - I lose that's all. It only remains to wait & see what happens.

Later; I'm feeling rather downcast. The Capt just informed me that none of our TR's (ship position reports) had been published in the NY paper. I have sent them in every night, and although it is absolutely no fault of mine, I'll get blamed for it. That & everything else that has happened doesn't make things look very bright for me. At Panama, this trip, they expected us at 6:00 am and we didn't arrive until 7:30 am. I never got up until 7:30 am, but when the canal tried to wireless us between 6:00 and 7:30 of course I was not at my set. It looks like I was a bum operator & I'll probably get a black eye whereas it is not entirely my fault.

The aerial wire that was busted last night has been fixed now. It was fixed this afternoon - after the horse was stolen.

We expect arrive NY tomorrow about 4 or 5 pm. I'll know the worst then.

Sept 28 - It has been a long time since I have written in here. We went from NY to Baltimore, Md. From Balto we went to Beaumont, Texas - We are now on our way from Beaumont to NY. From NY we are going to Boston - From Boston back to NY. Then from NY over to Calcutta, India. - Maybe. In Beaumont, Tex. Sept 24 & 25. Two different at 5 & 15 respect. We will probably go to Calcutta, Singapore etc. thru the Suez Canal & then come over to San Francisco across the Pacific making a complete trip around the world.

Mr. Olsen (3rd mate) and I pass the time away by playing checkers & crib. He the mate & I went ashore together in Texas. I went over into Louisiana while we were there. I just rowed across the bay & put my foot on the soil - that's all.

Sept. 29 - This ship is now controlled by SOCONY and she is being repainted SOCONY Colors. I heard KFS and WSH tonight. The two extremes of the continent across the I think I will be able to work them both later on this evening or early tomorrow am. - later I did work both KFS & WSH.

Oct. 9th We ran into a ship as we were entering N. Y harbor on Oct 6th. It punched a good size hole in our bow. We will have to get it fixed up before we go to India. It will take about 4 days.

I was asked to call & see Mr. Shlickley of the Standtraus co, concerning that delayed message last trip. He was quite nice about it & said he would have to give an explanation to the company about it. I gave him all the dope I could & then left. I didn't get fired.

I called on Stella Packard & got Aunt Ina's address & call on her & Hensley.

We discharged at Tompkinsville & loaded at Bayone for Boston. We are now on our way to Boston.

Oct 10th - Sunday - I called WSA this am as soon as I came into my shack, and he came back with a big QRT. I did and listened. There was an SOS from some ship but I didn't hear it. I must have been quite a way off because no one around here heard it.

We expect to arrive in Boston about 2:00 am tomorrow.

Oct 12th - I don't like the bean town. Everything is a dirty, mucky color and all the streets are crooked. You can not see more than one or two blocks in any direction on account of the end or a turn in the street.

The mate & I went ashore together. We saw a movie entitled "One minute to play" featuring Red Grange in a football play. The college scenes were taken at SBUC. I saw several familiar faces, including those of Vic Beal, Charlie Earl, Charlie Debble & Frank Pierce, the slick hair singer & yell leader.

We left Boston today about 4:00 pm bound for N. Y. - I heard that the latest orders were to make another trip to Boston and one to Portland, Main, then India.

Oct 16th 1926 - Arrived in N. Y. on Oct 13th. I called on Ina & Hensley again & had dinner with them. I came back to the ship about 10 pm that night. That afternoon, however, I went to a movie where they had a "vitaphone" which is a speaking moving picture. The speech is perfectly synchronized with the action. It was good. We left N. Y. for Boston last night or rather yesterday afternoon. We expect to arrive in Boston tomorrow morning, early. This skipper is great for tooting 3 whistles at another ship. 3 whistles being a salute. He toots at a ship even if it is a mile away. Coming into N. Y. the other day, we had foggy weather and Ambrose Light ship was blowing a series of fog whistles. Well, when the om got near Ambrose, he had to let out 3 toots. Of course Ambrose didn't answer. I sure had to laugh.

Oct 17th - We got into another wreck this am, about 5 oclock. We passed a ship too close & the suction drew her over to us. She scraped our side and pushed over the rail making a bad bend in it. I woke up & heard the chipping of paint, and the rubbing etc, so looked out of my port. There was a big black ship right outside my room. But it was not my ship, so I went back to sleep again.

We are now discharging into lighters. When we finish with them, we will go on into Boston and finish discharging.

I picked several handfulls of cockel burrs last time we were in Boston and nearly every night for the past week, I have been putting several in the mates' bunk.

Last night he retaliated and put some in my bunk. I acted surprised etc. and now I don't know whether he suspects me or not of putting the burrs in his bunk.

Oct. 19 - We are again on our way to N. Y. The mate & I went ashore in Boston last night & saw "Faust" grand opera. The whole thing was in French. I would have enjoyed it had I been able to understand it. It was the first time I had ever been to a heavy opera. Over half the people, perhaps two thirds, came in evening clothes. It was a very high class place and patronized by high class people. However, I enjoyed it for the novelty more than anything else.

Oct 23 - Upon arriving at N. Y. I went ashore, saw Aunt Ina & wanted her & Hensley to come out & see the ship. But Hensley was in bed with a bad cold, so we postponed it until next trip. It rained all day while I was in N. Y. & was very miserable. I bought a pair of rubbers & went out to visit the museum of natural history. I stayed there nearly three hours & never saw 1/5 of it. I came back aboard the ship about 6 PM & stayed aboard nearly all the time until we sailed. I did however, go over to the Marine hospital to see Ciler C. J. Olsen (3rd mate) who was laid up there with an ulcer on stomach. He said he would be unable to make the trip to India with us because he was due to stay in the hospital for eight weeks. When I was leaving the ship, I met "Barney Google" Mr. Olsen of the Antietam - He remembered me, but had no time to talk as he was sailing in a very few minutes on the Agwismith. We left N. Y. for Portland, Maine about 9:30 am on Oct 21st. When we return to NY we will go on dry dock to get the damage repaired which occurred when we got into those two wrecks. We will be there five or six days. I heard that beautiful piece "Moonlight on the Ganges" again tonight. I like it very much.

The skipper told me today that the Standard Oil Co preferred the Radio Corp. to Federal or Independent and they would probably give RCA control of this set soon. I am wondering if I lose my job when they do.

October - Arrived in Portland, Maine yesterday. I went ashore but everything was closed as the "BLUE LAWS" are in effect on Sunday here.

I went for a walk today. I had a very enjoyable walk. It is fall and all the leaves were blowing off the trees. The air was cold & snappy but the sky was clear. I walked quite a way and enjoyed looking at the typical eastern houses etc. I was gone two hours and it finally became so cold & dark that I returned to the ship and wrote some more on my story. The story I am writing is about a trip into a land of negative time.

We expect to leave here tomorrow afternoon for NY where we will go on dry dock & get the damage of these two wrecks repaired. We will probably be in NY for a week or more.

This voyage should be number 13, but I guess the om don't want to entertain any superstitious numbers so he calls it voyage #7 and everyone logs it as such.

Nov 4 - We are in NY Harbor dry dock - Have been here since Oct 28th getting damages repaired. Govt radio inspector came aboard the other day & inspected set.

Received a letter from Eva telling me our engagement was off because she cared for Bill more than me. I sent her a telegram saying "ok" or words to that effect. Then I could stand it no longer. So I wrote her. I told her to reconsider and that I still cared for her & wanted her. I sent mother the letter. Eva sent to me. Received a telegram from mother saying "don't worry" or words to that effect. Aunt Ina, Hensley & I bought a silver vase for mother & dad's 25 silver wedding anniversary. It was a dandy vase.

The ship now has a library and I am chief librarian.

I went to Hoboken today to look up "Chips" of the Antietam but nd. A German girl answered the door & I had to talk German to her. But words failed me.

I saw Bert Jewett the other day. I also called Sarah Stockwell, Grandma's cousin. Guess I will stay with the Lio after all. Although after receiving Eva's letter I didn't care what happened.

I wanted to go to Sharon & work with Ed Gaylord. But guess I will go to India.

Nov 12, 1926 - The other day Frank Hollingsworth (3rd asst) and I went up to Bronx Park Zoo. Afterward went to a show. It was very good entitled Beau Gest.

I got a letter from Federal Teleg. Co yesterday. The letter is here - the contents are self explanatory. I saw Mr. Niverson before I answered it.

The temp has been below 30° F for the last two nights. Last night it became so cold they ran all the water out of the fresh water tank, so we were without washing water this am. There is ice on the deck now.

We are out of the ship yard and are in the middle of the harbor loading with Kerosene. We expect to leave for Bombay Saturday Nov 13 or Sunday Nov 14th.

Before I came on this ship all the officers addressed each other as Mr. so and so. But I started calling the 2nd mate Ernest & in turn he called me Lyman. Now everyone has that habit so all the officers are being called by their given names.

Another ship bumped into us on Nov 10th while we were tied up to the dock. There was \$80.00 worth of damage done.

Nov 13, 1926 - 11:23 am - The anchor is now up - The engines are SLOW AHEAD, we're moving, & on our way to Bombay. I'm happy cause I received a letter from Grace about 10 minutes ago. She hadn't forgot me, but had addressed the mail to the wrong place. That's why I didn't hear from her, but all's well now. I got a letter from her just before we sailed. I managed to scribble her a short line & gave it to one of the CO's officials to mail. There is happiness now to take to India with me.....

We got bumped again last night but no damage was done. I wish I had a picture of Grace.

We're leaving N. Y. Harbor now. The statue of Liberty has faded away. We're off.... Good bye New York, Good bye U. S. A., Good Bye Grace. But I'll be back.

Nov 18th - We nearly half way to the Azores. I haven't heard them yet, however. Nothing of importance has happened, except that the ship has been vibrating so badly that I have been forced to sleep on the deck. My bunk hits the bottom & makes sleep impossible. The weather is quite warm and nice. Today we are rolling quite a bit. I was still in communication with WSH last night at 950 miles.

Nov 21 Sunday - I cut the 2nd mate's hair yesterday and gave him a neck shave also. I didn't do such a bad job considering it was my very first attempt of hair cutting. The 2nd mate & Mike (the 2nd asst) are both running a race to see who can grow the best looking mustache & beard. This is about the 6th day & they both sure look rough.

Today at the mess table we had a conversation similar to our everyday conversations: It could be dramatised thusly. Everyone except those on watch & 2nd mate are seated at the table - Enter Ernest, 2nd mate -

Mike: Bygolly, there he is now.

Ernest: Yea, I'm always here.

Mike: Hey, don't forget you are going to take me for an elephant ride in Bombay.

Ernest: You bet your sweet life, Mickey, I'm going to do that all right.

1st Asst: What color elephant?

Ernest: White.

Junior Asst: They don't have no white elephants in Bombay, you'll have to go to Siam

to get white elephants.

1st Asst: It'll cost you a lota money Ernest, to take Mike for a ride on any white elephant.

Junior: It'll cost you about 200 dollars.

Ernest: I don't care how much it costs, I'm going to treat Mike to a ride. He is a particular friend of mine. Etc., etc., etc. Curtain.

The 1st, 2nd, 3rd Asst, chief and myself all play Michigan poker for about an hour every night. We have great sport watching Mike pick up the money when he wins.

I got two signals from POZ last night.

Nov 25th - We had a dandy Thanksgiving dinner today. I surely ate my share. The bill of fare is here. I got the steward to give it to me. We expect to pass Gibraltar Rock early Sat monring. I am listening to a Spanish Broadcasting Sta. I can also hear a French one.

Nov 26th - 1325 G.C.T. The Captain just came into my radio room & informed me that we could now see a piece of Europe. I haven't looked at it yet, I haven't been outside. I have never before, in all my life, seen any of Europe. Now it is very close, and all I have to do is to go outside & look at it. I wonder if it is red. I can't say. I have never seen it. Perhaps all the land is blue, perhaps yellow. I don't know. To prove it I'll have to go outside & look. Here goes for my first look of Europe. The land is Portugal. Here goes.....Ha ha fooled again it looks just like any other land.

November 27 - The 3rd mate just whistled down & said the Capt wanted me up on the bridge. When I got up there the om gave me a pair of glasses & showed me the city of Tangier in Morocco, Africa. It was very interesting. All the buildings were white and typically Moorish. I thought it was nice of the Capt. to call me up for that. We expect to pass Gibraltar in about two hours.

We are now passing the town of Tarifa, Spain. It is located right at the base of a high mountain and is right on the waterfront. The weather is cloudy, rainy & cold. I hope I will be able to get some pictures. I can see Europe on our port side and Africa on our starboard.

11:15 GCT - Passed Gibraltar. It was raining so I don't think the pictures I took will be any good. We are now in the Mediterranean Sea. P. S. Gibraltar Rock is covered with houses, forts and big guns. It is owned by the British. One side of the mountain is covered with a smooth layer of cement for the purpose of catching rain-water. It looks like a gigantic land slide, only very smooth.

Monday Dec 6th - Arrived at Port Said yesterday about 4:00 Pm. The captain went ashore to the council early in the evening & would have let me go with him if he could have found me. I was in the 2nd asst.'s room, buying souvineers from one of the Egyptians. The Egyptians wore Turkish like hats or turbans. They also wear long tunics. We are now going thru the Suez Canal. We have run ashore once already. The tents & people on each side of the Canal are very queer..... While we were tied up to side of Canal waiting for other ships to pass, I went ashore in Egypt.... Saw pack camels... bum boats hanging alongside.. Tossed bread, pennies, clothes, etc. to fellow in bum boat. & each time I appeared over the rail, they had a peculiar salute which they gave me. Saw several nude persons.

Dec 11 - In Red Sea: This am about 4:00 oclock the 2nd mate called me & said for me to get up & look over the side. I did so and saw a wonderful sight. There was a great amount of phosphorus in the water & when the bow would cut through a wave the whole surface of the water would glow. Every time a little ripple or wave broke, it made a very bright greenish light. It was very unusual and quite pretty.

Dec 16th - I have turned teacher.....am teaching the Capt and 2nd mate the code. They want to be able to blink with other ship. Am doing a bit of excersising every day now. including jumping rope. I surely need some kind of excersise. Turned in in my hammock on the main deck last night, & the darn thing broke & I came down with a bump. The mate has given me some new rope & Ernest says he will tie off the splices which I have made on it. Our time is now nearly twelve hours ahead of Frisco time. I am going to eat dinner. At home, Grace is probably sleeping now for it is midnight there.

Dec 20 - We are due to arrive at Bombay Harbor late tonight. We will dock early tomarrow morning. I am now over half way around the world.

The 2nd mate & I got into a heap big argument with the Captain about California. If we had kept it up something would have happened. So Ernest & I shuf up. Consequently the om thought he had us licked & began crowing about it. It is bad policy to argue against the om & prove he is wrong. He says a lot of words & means nil. He always brings up his two sons as a criterion of example. Wow - It makes Ernest & myself boil because we cannot say what we think.

Dec 21, 1926 AD - Arrived Bombay about 7:00 A. M. local time this morning. Immediately upon coming to anchor, about twenty five Hindu boats came along side and the people tried to sell their wares, mend shoes, make clothes, tell fortunes etc. I gave one fellow my shoes to fix and he put on new soles, hand sewed and fixed the shoes up all for 2½ rupee - Our exchange was 2.79½ rupee for one dollar. I went ashore this afternoon and bummed around Bombay alone - Bombay is a picturesque place. Hindus everywhere as black as negros. They all go around half naked. In fact I saw several kids absolutely naked. There are many baggars and some deformed & cripple beggars. Lots of their deformity however is fake. There are hundreds of gary drivers who want to take you for a ride all the time. Instead of blowing a horn for people to get out of their way they hollar. Nearly all the Hindus chew beetle nut & it makes their teeth a dirty, reddish brown. There are many ox carts and oxen. I have seen no elephants yet. Many Hindus have some sort of mark in the middle of their foreheads. It is some religious custom. I got one fellow to tell me a lot about the Hindu Fakair. It was good and cost me one dollar.

#### PORTS IN ORDER WHERE LIO HAS GONE SINCE I JOINED IN JUNE

San Pedro - Seattle - Richmond Beach - San Pedro - Portland, Oregon - San Pedro - Baltimore - San Pedro - New York - Baltimore - Beaumont - New York - Boston - New York - Boston - New York - Portland, Maine - New York - Port Said, Egypt - Bombay, India - Marmagoa, India

This memo continued in BOOK #3 Bombay on Lio & last trip on SS Solana also in BOOK # 3